



Stantec Australia Pty Ltd
Level 25, 55 Collins Street
Melbourne VIC 3000

15 July 2022

Project/File: 300303867

ADVERTISED COPY

Lisa O'Halloran
Newmark Capital
Level 17, 644 Chapel Street
South Yarra Vic 3141 Australia

Dear Lisa

1 Introduction

1.1 Background

It is understood that a planning application has been previously submitted for a proposed mixed-use development on the eastern side of Brandon Park Shopping Centre ('the Centre'), located on the southeast corner of the Springvale Road / Ferntree Gully Road intersection in Wheelers Hill.

Stantec previously produced a Traffic Impact Assessment (TIA) in August 2021 for this development which included the provision of office space, a medical centre, and serviced apartments. An updated application for a marginally different land use mix is now being sought for this site.

The revised development scheme consists of 5,240sqm of office space, 103 serviced apartments and 804sqm allocated to either a retail or Medical Centre. The on-site car parking supply is proposed to deliver 128 car parking spaces within the Level 01 car park, integrating within the existing retail car parking supply. These works will result in a loss of 28 bays, resulting in a net increase of 100 spaces. 33 car parking spaces will also be lost as a result of the development of the site on the ground floor, adjacent to the Aldi loading bay. Additionally, 2 car parking spaces on the ground floor, adjacent to the multi-deck car park access point to Brandon Park Drive will be lost, with a minor realignment of car parking bays. Two bays will also be reassigned as taxi bays. Ultimately, the car parking supply on-site will increase by 65 bays.

This is a change in the development yield when compared to the previous application, with the ground floor medical centre changing in land use to retail. For comparison purposes, the development schedule for both the approved and amended applications are summarised in Table 1.1.

Reference: 300303867

Table 1.1: Development Summary – This Application

Item	Proposed (August 2021)	Amended (June 2022)	Change
Office	5,132sqm	5,240sqm	+108sqm
Medical Centre / Retail	677sqm	804sqm ^[1]	+127sqm
Serviced Apartments	102 apartments	103 apartments	+1 apartment
Car Parking	237 spaces (125 spaces within the development + 112 spaces at the shopping centre)	218 spaces (128 spaces within the development + 90 spaces at the shopping centre)	-19 spaces
Bicycle Parking	39 spaces	48 spaces	+9 spaces

[1] Medical Centre / Retail. Final land use to be confirmed

This letter outlines an assessment of the revised proposal based on the updated development yield and site layout. This letter should be read in conjunction with Stantec's Traffic Impact Assessment for the previous development (dated August 2021).

2 Existing Conditions

2.1 Location

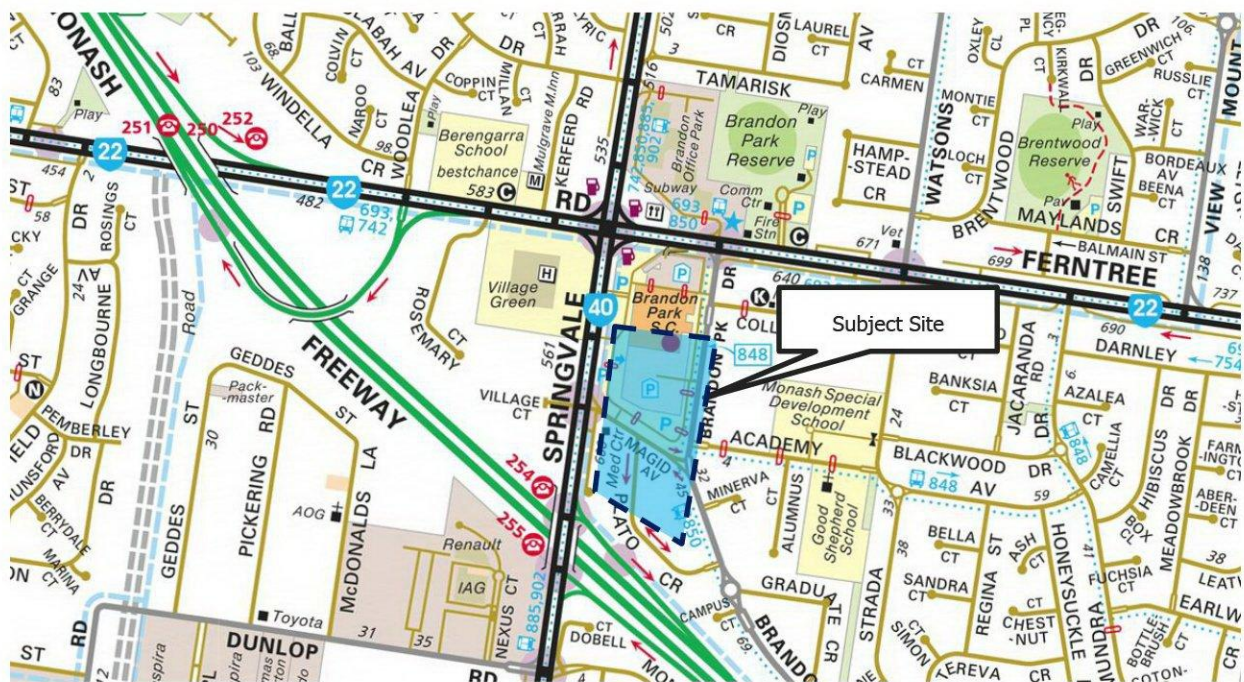
The subject site (the site) is located at 580 Springvale Road in Wheelers Hill.

The site of approximately 58,000m² has frontages of 270m to Springvale Road to the west, 180m to Ferntree Gully Road to the north, 370m to Brandon Park Drive to the east and 190m to Magid Avenue to the south. Springvale Road and Ferntree Gully Road are located within a Road Zone 1.

The site is located within a Commercial Zone 1 and is currently occupied by the Brandon Park Shopping Centre. The surrounding properties include a mix of residential, retail, office land uses. Notable exception include the Monash Special Development School located to the east of the site, Brandon Park Reserve located to the north-east of the site and a new retirement village currently under construction to the immediate east of the site.

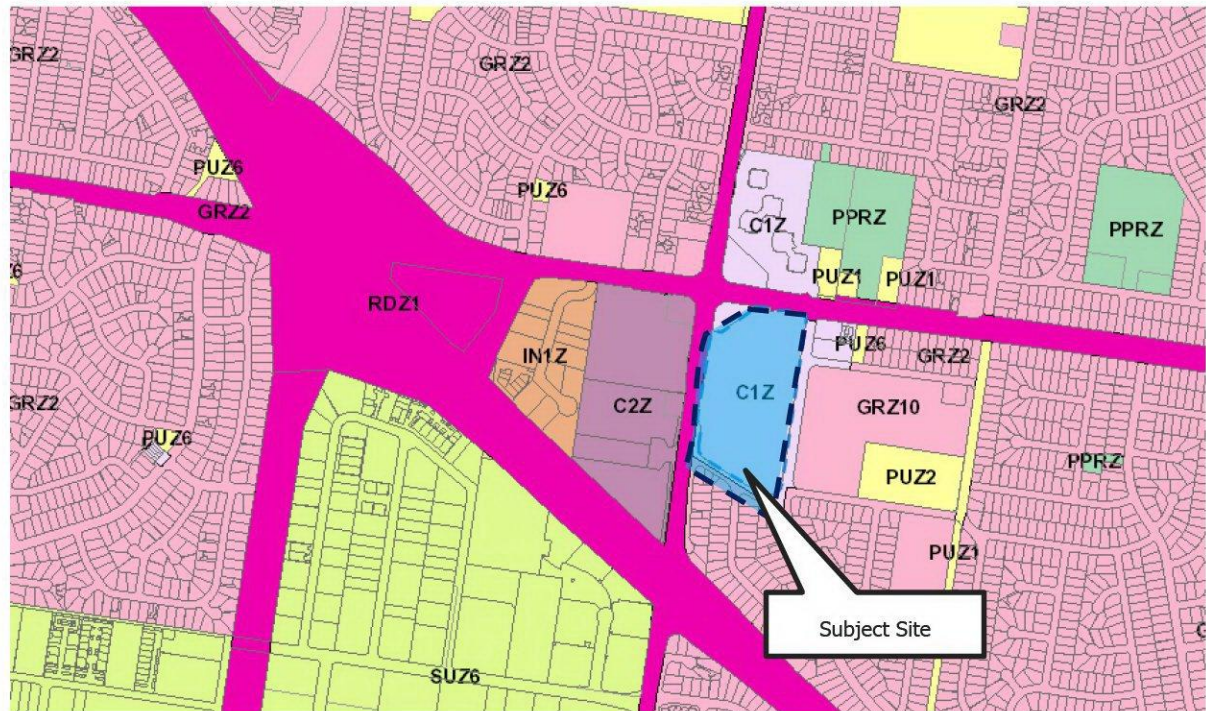
The location of the subject site and the surrounding environs is shown in Figure 2.1, and the land zoning is shown in Figure 2.2.

Figure 2.1: Subject Site and its Environs



(Reproduced with Permission from Melway Publishing Pty Ltd)

Figure 2.2: Land Zoning Map



(Reproduced from Land Channel web site)

2.2 Site Operation

The Centre comprises of approximately 22,743sqm NLA of retail uses, including major retailers, specialty stores, restaurants and food court uses, set across two levels.

These land uses are supported by 1,361 car spaces provided across various car parking levels and at an overall rate of 6.0 spaces per 100sqm NLA.

As part of Stantec's assessment of the Centre, car parking demand and traffic movement surveys were commissioned to determine the existing traffic and car parking characteristics of the Centre. These survey results are summarised below.

Car Parking Surveys

Car parking demand surveys of the Centre (1,361 spaces) were undertaken on the following days:

- Thursday 9 August 2018 10:00am to 4:00pm
- Saturday 11 August 2018 10:00am to 4:00pm

The surveys identified a maximum car parking occupancy of 1,220 spaces during the afternoon peak period on the weekday and 935 spaces during the midday peak on the Saturday. In our experience, these results are not typical for a shopping centre car park given that Saturday afternoons are typically the busiest car parking period.

Reference: 300303867

The August 2021 TIA identified that at the date of surveys construction work was taking place nearby and the Centre was being used by workers to park before walking to their work site. Therefore, the weekday results were not representative of a typical weekday at the Centre and new surveys were undertaken on Thursday the 25th of March 2021.

The new surveys took place outside of Covid-19 restrictions and whilst no construction work was taking place nearby. The results identified a peak car parking occupancy of 1,021 spaces (4.5 spaces per 100sqm) during the midday peak period. This demand has been adopted as the weekday car parking demand for the assessment.

Traffic Generation

Stantec undertook traffic movement counts at the vehicle accesses to the Centre and key surrounding intersections during the following peak periods:

- Thursday 9 August 2018 (7:00am - 9:00am and 4:00pm - 6:00pm)
- Saturday 11 August 2018 (11:00am – 1:00pm)

Table 2.1: Traffic Generation Rates

Time Period	Floor Area	Peak Hour Movements	Traffic Generation Rate
Weekday AM peak hour	22,743sqm	1,208 movements	5.3 movements per 100sqm
Weekday PM peak hour		1,902 movements	8.4 movements per 100sqm
Saturday peak hour		2,085 movements	9.2 movements per 100sqm

It is noted that the above traffic generation rates include approximately 200 vehicles that use the Centre to “rat run” (avoid the Springvale Road / Ferntree Gully Road intersection) during the road network peak hours¹. Additionally, the surveyed traffic generation includes vehicle movements associated with third party demands to the Centre. As such, the above traffic generation is conservative on the high side.

2.3 Other Transport Conditions

Further information regarding the adjacent road network and nearby public transport services is contained within the Stantec August 2021 TIA.

¹ Based on origin destination surveys commissioned by Monas City Council in November 2017.

Reference: 300303867

3 Bicycle Parking Assessment

The statutory requirements for the provision of bicycle parking are set out in Clause 52.34 of the Monash Planning Scheme. For the proposed development, the statutory requirement for the provision of bicycle facilities are set out in Table 3.1.

Table 3.1: Statutory Requirement for Bicycle Parking

Use	Size/No.	Statutory Rate		Statutory Requirement	
		Employee/ Resident	Visitor/Shopper/ Student	Employee/ Resident	Visitor/Shopper/ Student
Office	5,240sqm	1 to each 300 sq m of leasable floor area if the leasable floor area exceeds 1000 sqm	1 to each 1000 sq m of leasable floor area if the leasable floor area exceeds 1000 sqm	17	5
Serviced Apartments	103 apartments	In developments of four or more storeys, 1 to each 10 lodging rooms	In developments of four or more storeys, 1 to each 10 lodging rooms	10	10
Medical Centre / Retail [1]	804sqm	1 to each 300 sq m of leasable floor area	1 to each 500 sq m of leasable floor area	3	2
Total				30 spaces	17 spaces

[1] Medical Centre / retail. Land Use to be confirmed, therefore adopted higher rate for conservatism.

Table 3.1 shows that the proposed development has a statutory requirement to provide 47 bicycle parking spaces, including 30 long-term spaces and 17 short-term spaces.

The architectural plans for the revised development indicate that 30 secure bicycle parking spaces are to be provided on the ground floor within a dedicated facility. These bicycle spaces have been provided as 20 vertical hanging spaces and 10 horizontal bicycle hoops. Additionally, 18 horizontal bicycle hoops have been provided within the public realm adjacent to Brandon Park Drive.

The associated end of trip facilities will provide four showers, with associated change room facilities. This meets the statutory requirement and is considered appropriate.

Reference: 300303867

4 Car Parking Assessment

4.1 Overview

The redevelopment of Brandon Park Shopping Centre is seeking to promote the use of alternate modes of transport to the site, whilst also providing car parking and traffic access infrastructure that is appropriate to accommodate the future demands for the site.

The car parking strategy for the mixed-use application is to provide approximately 128 car spaces within the development site itself with the balance of car parking spaces for the mixed-use application to be accommodated within the existing surplus retail spaces. The works proposed as a part of this development will result in a loss of 28 spaces on Level 01 and 35 spaces on the ground floor.

This approach is consistent with the activity centre approach to car parking, which seeks to maximise the use of car spaces for multiple land uses, noting that the resultant retail car parking provision for the Centre will remain generous and sufficient to meet the expected car parking demands.

4.2 Car Parking Provision

Statutory Requirement

Statutory requirements for the provision of car parking are set out in Clause 52.06 of the Monash Planning Scheme, with parking rates specified in Table 1 to Clause 52.06-5. An assessment of the statutory parking requirements for the development proposal is set out in Table 4.1.

Table 4.1: Statutory Car Parking Requirements

Land Uses	Size	Statutory Rate	Statutory Requirement
Office	5,240sqm	3.0 spaces per 100sqm	157 spaces
Serviced Apartments	103 apartments	No rate Specified	-
Medical Centre / Retail (shop) ^[1]	804sqm	3.5 spaces per 100sqm	28 spaces
Total			185 spaces

[1] Medical Centre / Retail. Final land use to be confirmed. Both land uses have same Column B car parking rate.

Table 4.1 indicates the development proposal has statutory requirement of 185 car parking spaces, noting that no rate is specified for the serviced apartments. This compares with the net gain in on-site car parking of 65 bays across the site.

Anticipated Car Parking Demand

The Stantec August 2021 TIA included an empirical demand assessment to determine the car parking generation rate for the serviced apartments. The assessment concluded that a car parking rate of 0.6 car spaces per apartment was appropriate.

Based on this empirical rate for the serviced apartments and assuming the statutory car parking rates for the office and medical centre / retail floor area, an assessment of the anticipated car parking demand for the proposed development is outlined in Table 4.2.

Reference: 300303867

Table 4.2: Expected Car Parking Requirements

Land Uses	Size	Adopted Rate	Anticipated Demand
Office	5,240sqm	3.0 spaces per 100sqm	157 spaces
Serviced Apartments	103 apartments	0.6 spaces per room [1]	62 spaces
Medical Centre / Retail (shop) [2]	804sqm	3.5 spaces per 100sqm	28 spaces
Total			247 spaces

[1] Empirical rate as determined in previous Transport Impact Assessment

[2] Medical Centre / Retail. Final land use to be confirmed. Both land uses have the same Column B car parking rate.

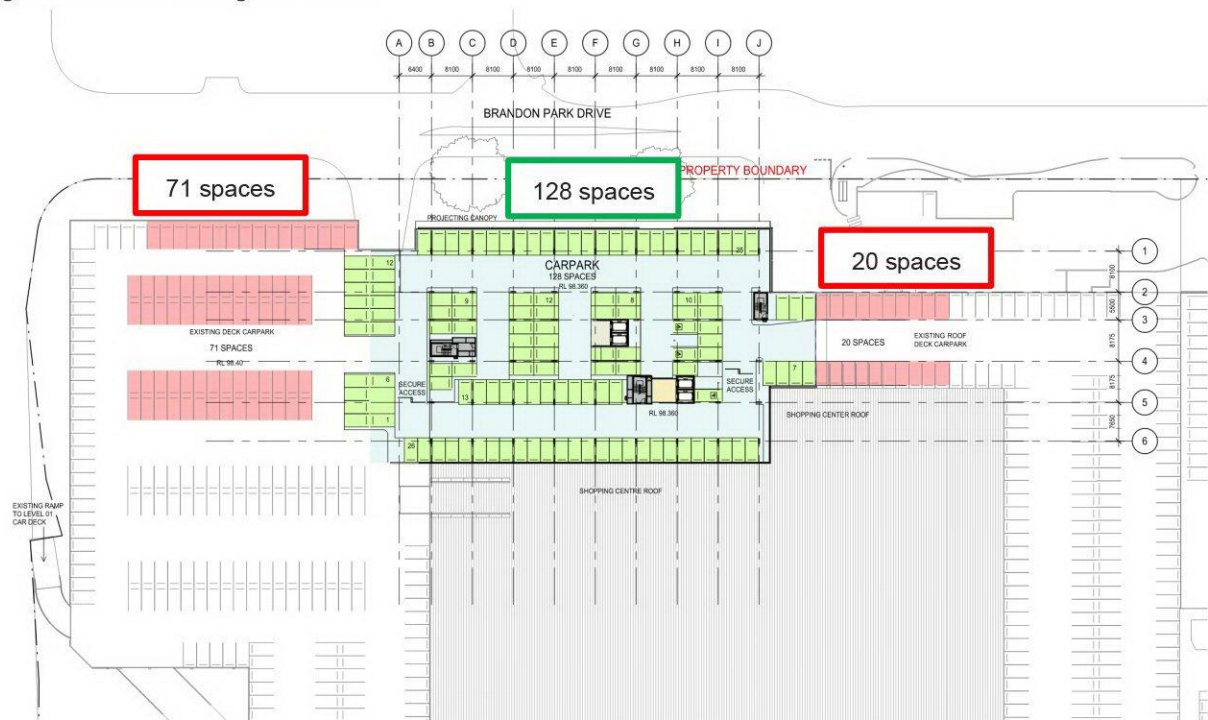
Table 4.2 indicate that the proposed development is expected to generate a car parking demand of 247 parking spaces.

Whilst the ultimate land use for the Medical Centre / Retail tenancy on the ground floor is still unknown, for the purposes of the car parking assessment, the demands generated by this land use have been considered separately as it effectively forms an extension to the broader shopping centres retail offering. Excluding this floor area, the office floor area and the serviced apartments would generate a car parking demand of 219 car parking spaces. These car spaces are to be provided as follows:

- 128 spaces (approximately) delivered as part of the proposed development
- 101 spaces allocated within the shopping centre car park (rooftop) adjacent the development.

These spaces are shown in Figure 4.1, noting that the 71 spaces allocated within the shopping centre car park near the Ferntree Gully Road frontage are located on the existing roof deck of the centre.

Figure 4.1: Car Parking Allocation



Reference: 300303867

Cumulative Car Parking Demand

The Stantec August 2021 TIA was accompanied with two separate applications that are proposed to occur at Brandon Park. These two developments consist of an internal refurbishment of the centre, as well as a residential development site.

For reference, a cumulative assessment of the anticipated car parking requirements for the overall development has also been calculated to assess the appropriateness of the car parking supply post development. This assessment is presented in Table 4.3.

Table 4.3: Car Parking Requirements – Overall Development

Land Uses	Size	Adopted Parking Rate	Anticipated Demand	Proposed Provision	
<u>Mixed-Use Development</u>					
Office	5,240sqm	3.0 spaces per 100sqm ^[1]	157 spaces	247 spaces	
Serviced Apartments	103 apartments	0.6 spaces per room ^[1]	62 spaces		
Retail (shop)	804sqm	3.5 spaces per 100sqm ^[1]	28 spaces		
Sub Total			247 spaces		
<u>Retail Development</u>					
Retail	16,925sqm	4.5 spaces per 100sqm ^[2]	762 spaces	1,046 spaces	
Supermarket	4,878sqm	4.5 spaces per 100sqm ^[2]	220 spaces		
Sub Total			982 spaces		
<u>Residential Development</u>					
Residential	1-bedroom	19 dwellings	1 space per dwelling ^[3]	19 spaces	155 spaces
	2-bedroom	124 dwellings	1 space per dwelling ^[3]	124 spaces	
	3-bedroom	6 dwellings	2 spaces per dwelling ^[3]	12 spaces	
	Visitors	149 dwellings	None	0 spaces	
Sub Total			155 spaces		
Total			1,383 spaces	1,448 spaces	

[1] Rates as outlined earlier in this report – see Table 4.2

[2] Existing rate as outlined earlier in this report based on empirical assessment.

[3] Statutory rate.

Table 4.3 indicates that the cumulative development car parking supply of 1,448 car spaces is expected to exceed the anticipated car parking demand of 1,383 car spaces by approximately 65 car spaces. In this context, the overall car parking provision is considered acceptable.

Reference: 300303867

Resultant Shopping Centre Provision

The proposed car parking supply dedicated for retail purposes only (during the weekday) will reduce as a result of the development at the Centre. A summary of the existing and proposed car parking supplies and associated per 100sqm car parking rate is presented in Table 4.4.

Table 4.4: Existing and Future Retail Car Parking Supply

Metric	Existing	Proposed (Mixed Use Only)	Proposed (Residential + Mixed Use)
Combined retail floor space	22,743sqm	22,607sqm [1]	22,607sqm
Total car parking supply	1,361 spaces	1,207 spaces [2]	1,046 spaces [3]
Car parking rate	6.0 spaces / 100sqm	5.3 spaces / 100sqm	4.6 spaces / 100sqm

[1] Change in retail floor area due to minor loss in retail floor area as a result of this development, as well as the medical centre / retail tenancy included

[2] 1,361 (existing supply) + 70 (net increase in car parking supply) – 219 (spaces allocated to serviced apartments and office)

[3] 1,212 – 158 (loss in retail car parking spaces as a result of residential development)

Table 4.4 indicates that the retail car parking rate is proposed to be reduced from 6.0 to 5.3 spaces per 100sqm as a result of the proposed development (or 4.6 spaces per 100sqm as a result of the cumulative development). The resultant provision is considered acceptable for the following reasons:

1. The car parking surveys of the existing car park indicate a current peak car parking demand of 4.5 spaces per 100sqm. It is evident that the existing peak car parking rate will continue to be accommodated by the proposed car parking provision (under both scenarios).
2. The resultant rate will exceed the statutory requirement if Clause 52.06 (Column B) rates were adopted for the proposed retail floor area. Adopting these rates, the weighted average statutory rate would be 3.84 car spaces per 100sqm².

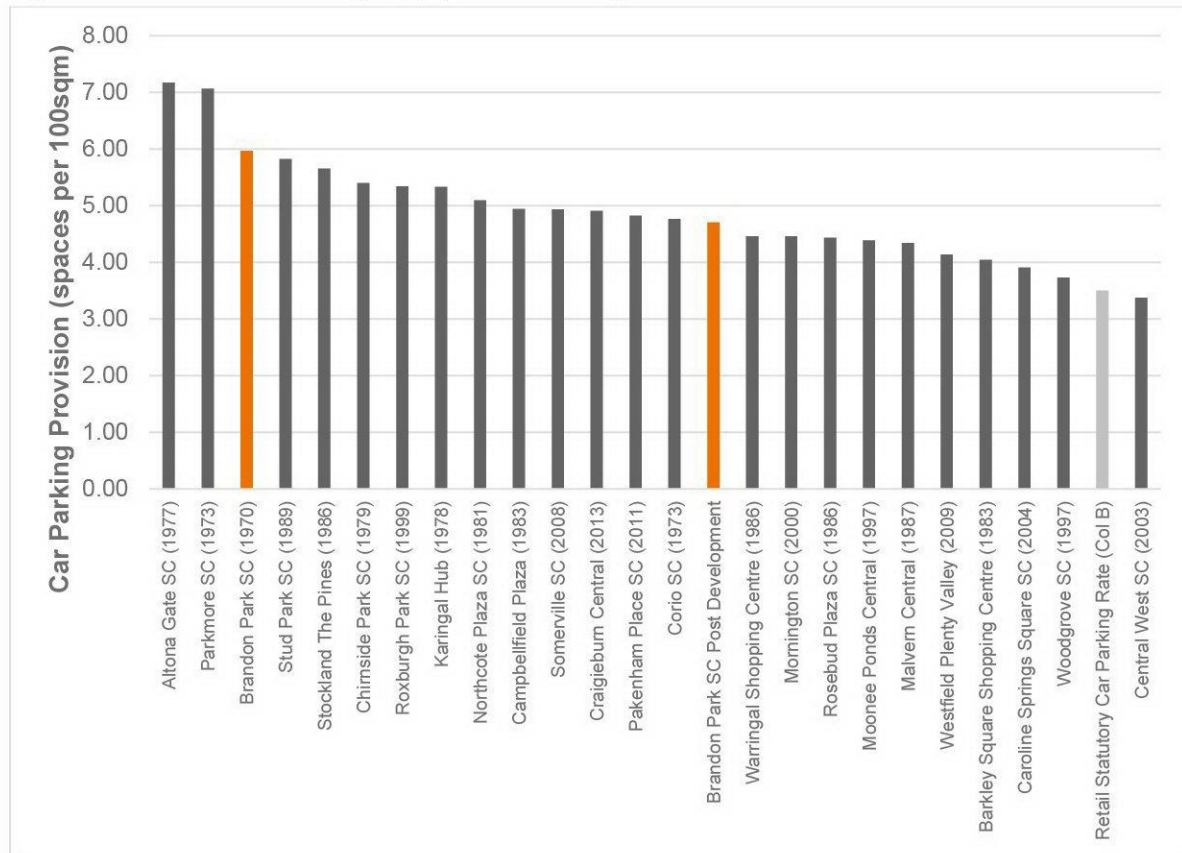
It is also noted that the resultant car parking rate is generally consistent with the provision commonly adopted at a range of recently constructed shopping centres across Victoria. For reference, Figure 3.1 illustrates the rate of car parking provision for comparable shopping centres in Victoria (i.e., total area of 20,000sqm to 50,000sqm). This figure shows that in comparison to other shopping centres in Victoria, the current rate of car parking at the Centre is high (refer green bar in below chart). However, the data also shows that the proposed future retail car parking rate at the Centre is near the average when compared to other centres. Moreover, all centres developed after the year 2000 have lower car parking rates than proposed for the retail component at the Centre.

Based on the discussion and analysis presented above, the proposed car parking provision is considered to be acceptable noting that it will exceed anticipated peak car parking demands.

² Based on shop floor area of 16,925sqm at a rate of 3.5 car spaces per 100sqm and a supermarket floor area of 4,878sqm at a rate of 5 car spaces per 100sqm.

Reference: 300303867

Figure 4.2: Rate of Car Parking Supply Benchmarking



Note: Assumes cumulative development of both the residential and mixed-use sites.

4.3 Car Park Layout Review

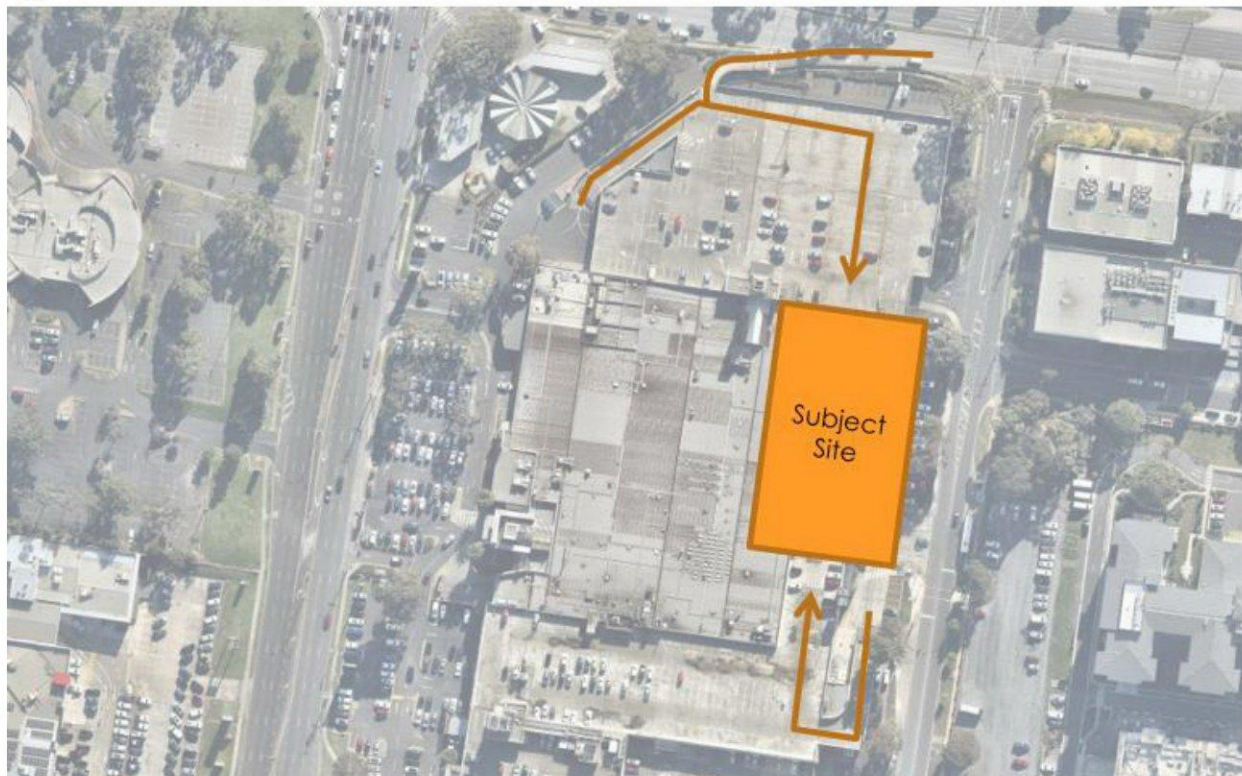
The proposed parking layout has been assessed in respect to the relevant Design Standards set out in Clause 52.06-09 of the Planning Scheme. A summary of compliance is set out below:

Design Standard 1: Accessways

- Complies. Minimum accessway widths of 6.4m are provided for the new car parking areas.
- A plan should be prepared of the reconfigured access point to the ground floor car park from Brandon Park Drive to clearly designate lanes, and movement priorities.
- Access to the proposed level 1 car park will be maintained by existing ramps within the shopping centre, as shown in Figure 4.2.

Reference: 300303867

Figure 4.3: Car Parking Access Routes



Design Standard 2: Car Parking Spaces

- Complies. Car spaces are configured with minimum 2.6m by 4.9m dimensions.
- A 1m long aisle extension should be provided to assist in egress of the two car parking spaces adjacent the residential lobby
- All columns within the level 01 car park should be set back 250mm from the aisle, in accordance with the planning scheme
- 300mm clearance should be provided from obstructions to all car parking spaces

Design Standard 3: Gradients

- Complies. It is not proposed to modify any of the existing ramps that are proposed to be retained. The new car parking areas are flat (with the exception of minor grades for drainage).

Design Standard 4: Mechanical Parking

- Not applicable.

Design Standard 5: Urban Design

- Urban design is outside the scope of this report.

Reference: 300303867

Design Standard 6: Safety

- Lighting and signage is not shown but should be incorporated at the detailed design stage.

Design Standard 7: Landscaping

- Landscaping is outside the scope of this report.

4.4 Loading and Waste Collection

Overview

Clause 65 of the Monash Planning Scheme indicates that: *“Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: ... The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts...”*.

New Loading Bays

A loading dock servicing the site is proposed to be provided on the northern frontage of the site, accessible via Brandon Park Drive. Access to the loading bay is via the ground floor of the multi-deck public car park on the northern frontage of the site. The location of the loading bay is shown in Figure 4.4.

Swept path assessments have been undertaken for an 8.8m Medium Rigid Vehicle (MRV) accessing the proposed on-site loading bay. The assessment indicates that the design vehicle is able to enter and exit the site in a forward direction, as presented in Appendix C. Access to the on-site loading bay is required through the existing multi-deck car park located adjacent to the intersection of Brandon Park Drive and Ferntree Gully Road.

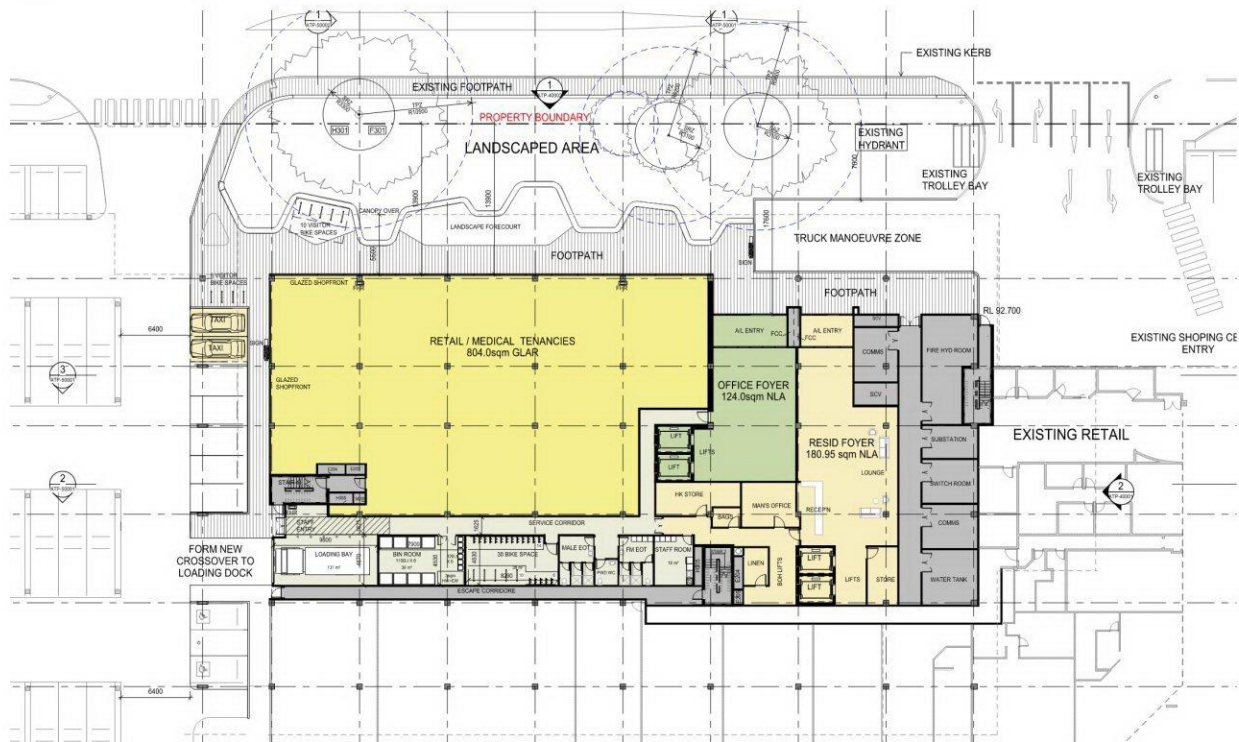
The access path to the loading bay through the basement currently has a height restriction of 4.1m. It is acknowledged that the Australian Standards stipulates that a MRV requires a height clearance of 4.5m. Notwithstanding, swept paths have been undertaken that indicate a vehicle with a length of 8.8m can still access the on-site loading facility. Based on Stantec’s experience, it is recognised that many vehicles of a comparable size to an MRV are less than 4m in height, noting that the 4.5m height requirement is mostly relevant for larger vehicles and side loaded waste collection. The loading bay is therefore deemed to be accessible to most MRV’s that are of an appropriate height.

It is noted that the proposal includes a realignment of the car parking spaces along the building frontage (adjacent to the loading bay and shopping centre access). To ensure access to these car parking spaces and a main accessway that is free of obstructions, a realignment of the multi-deck car park column grid is required.

Additionally, swept paths are also provided demonstrating semi-trailer access to the existing ALDI loading bay to the south of the mixed-use development. This reverse-in movement is consistent with the existing arrangements at the site, which we understand operate acceptably at present. Notwithstanding this, we recommend that the operation of the ALDI dock is governed by a loading dock management plan which seeks to schedule loading activity to occur outside of peak hours of the proposed development and the existing Centre as far as practicable.

Reference: 300303867

Figure 4.4: Location of Loading Bays



4.5 Traffic Impact Assessment

The Stantec August 2021 TIA included an assessment of the traffic likely to be generated by the proposed development.

This assessment included traffic that was expected to be generated by the three separate applications proposed for the site and examined the performance of the adjacent signalised intersections of Springvale Road / Ferntree Gully Road, Brandon Park Drive / Ferntree Gully Road and Magid Avenue / Springvale Road.

The assessment indicated that whilst the major arterial roads surrounding the site are currently operating with a constrained level of capacity, the nominal increase in traffic volumes (+181 movements in the AM Peak and +171 movements in the PM Peak) results in only a modest increase to forecast average queues and delays. This is within the context of a site that is already generating over 1,200 vehicle movements during the AM peak hour and over 1,900 movements during the PM peak hour.

For reference, Table 4.5 below details a comparison of the traffic generation of the previous mixed-use development with the updated development yield within this application. This table indicates that the revised development will generate 21 additional vehicle movements during the AM Peak hour and 46 additional movements during the PM peak hour.

Against the level of traffic volumes currently being accommodated by the surrounding road network, this minor increase in traffic volume is not expected to detrimentally impact the performance of the surrounding road network. It is additionally noted that the traffic generation rates associated with the retail land use are considered to be conservative, due to additional traffic demands captured within the traffic surveys outlined above that are not associated with the centre.

Reference: 300303867

Table 4.5: Peak Hour Traffic Generation Assessment

Land Use	Size/No.	Traffic Generation Rate		Traffic Generation	
		AM	PM	AM	PM
<u>Previous Mixed Use Development Content</u>					
Office	5,132sqm	1.6 movements per 100sqm	1.2 movements per 100sqm	82	62
Medical Centre	677sqm (23 spaces)	1 movement per parking space		23	23
Serviced Apartments	102 apartments	0.3 movements per dwelling	0.4 movements per dwelling	31	41
Total				136	126
<u>Proposed Mixed Use Development Content</u>					
Office	5,240sqm	1.6 movements per 100sqm	1.2 movements per 100sqm	83	63
Medical Centre / Retail [1]	804sqm	5.3 movements per 100sqm [2]	8.4 movements per 100sqm [2]	43	68
Serviced Apartments	103 Apartments	0.3 movements per dwelling	0.4 movements per dwelling	31	41
Total				157	172
Change in Trip Generation				+21	+46

[1] Medical Centre / Retail. Final land use to be confirmed.

[2] Retail traffic generation As per traffic surveys outlined earlier in report

Traffic generation rates displayed above are consistent with the previous application, or sourced from the RMS Guide to Traffic Generating Developments (2013).

Reference: 300303867

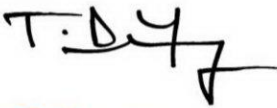
5 Conclusions

Based on the discussions and analysis contained in this letter, the revised application proposed for the mixed-use development at the Centre is considered satisfactory from a traffic and transport perspective.

Naturally, should you have any questions or require any further information, please do not hesitate to contact Jordan Smith or me on (03) 9851 9600.

Regards,

STANTEC AUSTRALIA PTY LTD



Tim De Young

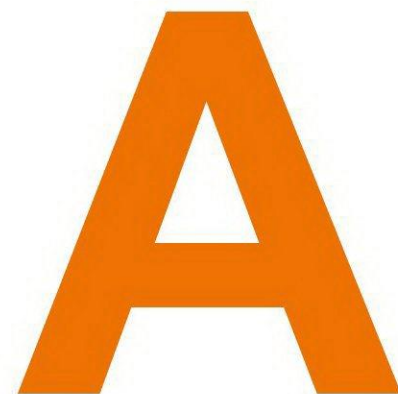
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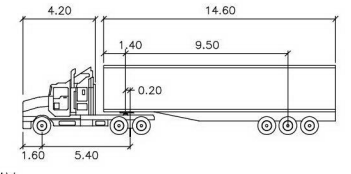
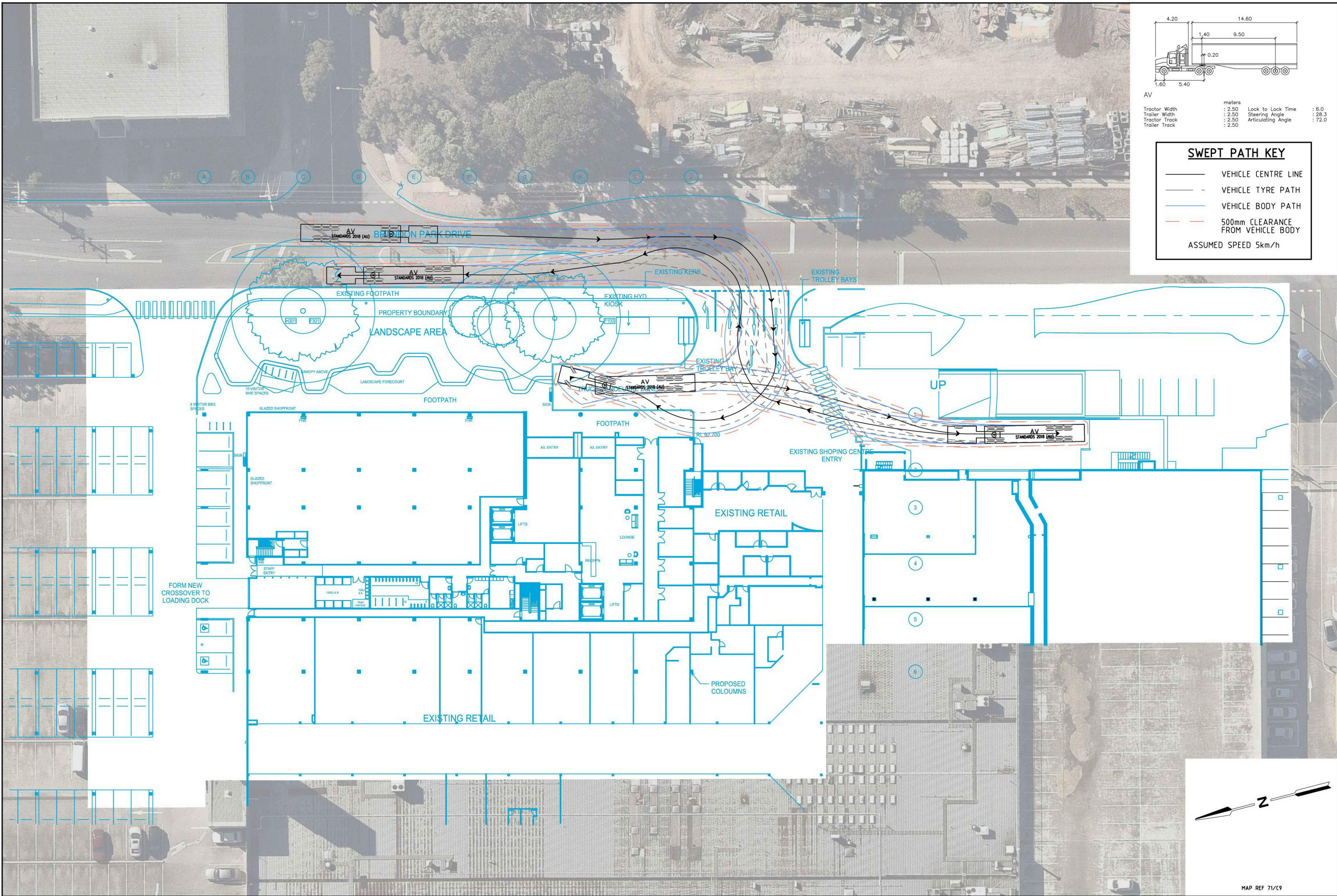
Jordan Smith

Senior Transportation Engineer
Phone: +61 3 9851 9609
jordan.smith@stantec.com

Attachment: Swept Paths

Attachment A: Swept Path Assessment





AV		meters	
Tractor Width	: 4.20	Lock to Lock Time	: 6.0
Trailer Width	: 1.40	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h

PLOTTED BY : ablarsh ON 15/07/2022 AT 5:27:59 PM



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
A. FARAH

APPROVED BY
T. DE YOUNG

DESIGN CHECK
T. DE YOUNG

DATE ISSUED
15 JULY 2022

SCALE
A3

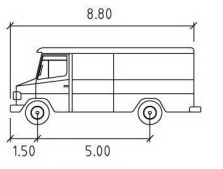
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CAD FILE NO.
300303867-AT02-P15.dgn

BRANDON PARK SC EXPANSION
580 FERNTREE GULLY ROAD, WHEELERS HILL

SWEPT PATH ASSESSMENT
DRAWING NO. 300303867-AT02-01 SHEET 01 OF 02 ISSUE P15

MAP REF 71/C9

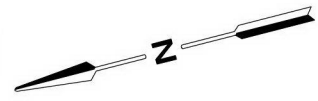
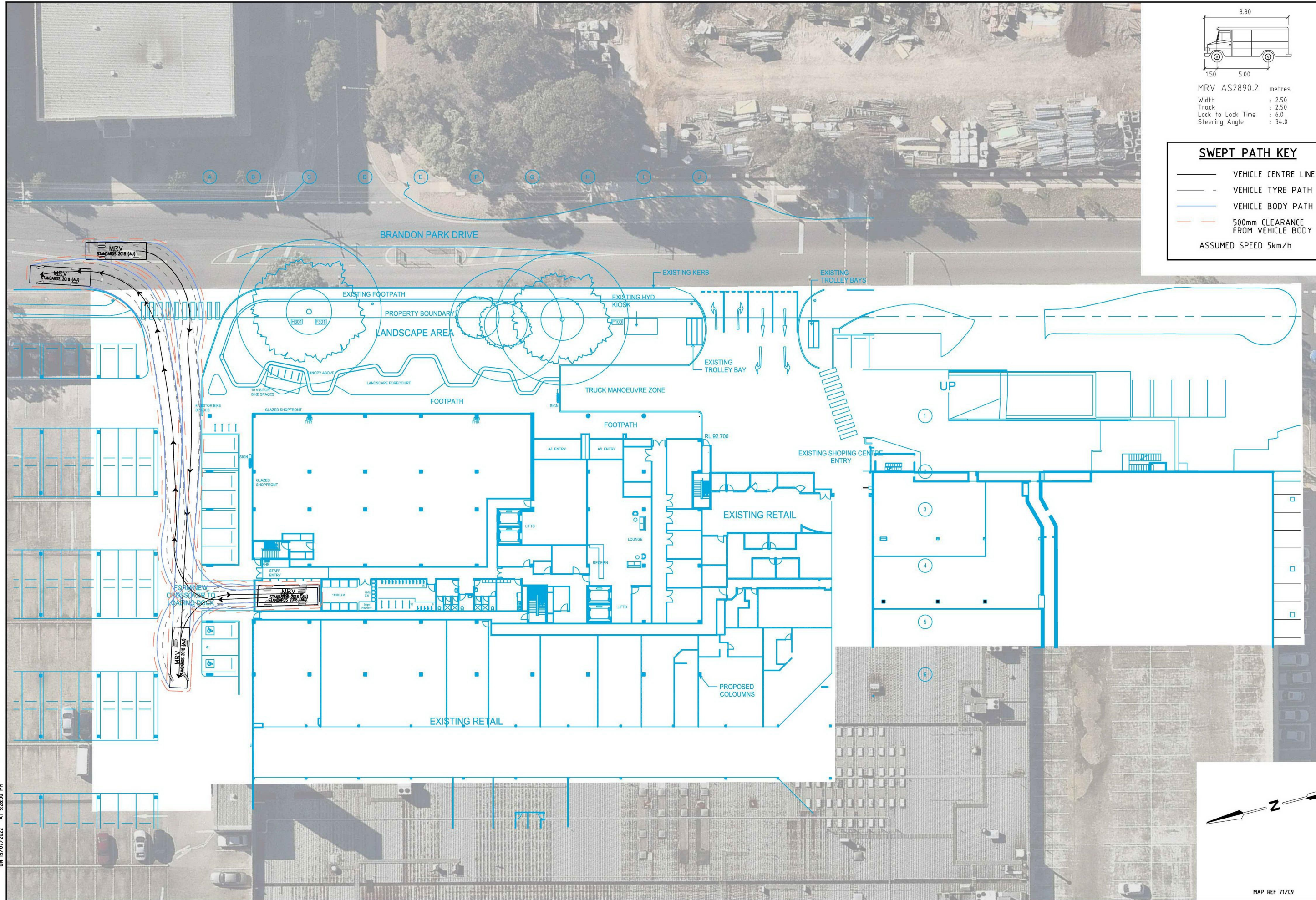


MRV AS2890.2 metres
 Width : 2.50
 Track : 2.50
 Lock to Lock Time : 6.0
 Steering Angle : 34.0

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



MAP REF 71/C9

PLOTTED BY : ablarah ON 15/07/2022 AT 5:28:00 PM



PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

WARNING
 BEWARE OF UNDERGROUND SERVICES
 THE LOCATIONS OF UNDERGROUND SERVICES ARE
 APPROXIMATE ONLY AND THEIR EXACT POSITION
 SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
 GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
 A. FARAH
 APPROVED BY
 T. DE YOUNG

DESIGN CHECK
 T. DE YOUNG
 DATE ISSUED
 15 JULY 2022

SCALE
 A3

 CAD FILE NO.
 300303867-AT02-P15.dgn

BRANDON PARK SC EXPANSION
 580 FERNTREE GULLY ROAD, WHEELERS HILL

SWEPT PATH ASSESSMENT
 DRAWING NO. 300303867-AT02-02 SHEET 02 OF 02 ISSUE P15